(*c*) the number of registered cart-manufacturers that were not supplied with iron materials during the last two years; the reasons therefor;

(*d*) how many of the registered cart-manufacturers are persons who started this business fresh, *i.e.*, during the last two years; the volume of materials supplied to these freshly started firms?

A.—**Sri H. C. DASAPPA** (Minister for Finance and Industries).—

(*a*) 36.

(*b*) 90 quota holders for cart-manufacture; information in regard to un-registered factories is not readily available.

(*c*) 22.

(*d*) Quotas are given only after receipt of reports from the Amildars and Superintendents of Industries that the parties were doing business in the past and that they were not guilty of black-marketing or other irregularities. Issues are not made to persons starting afresh.

Supply of Iron Materials by the Director of Agriculture for manufacture of Carts.

*Q.—193. **Janab SYED ABDUR RAHMAN** (Chikmagalur *cum* Shimoga—Muslim).—

Will the Government be pleased to state:—

(*a*) the number of applications received by the Director of Agriculture during the last two years for the supply of iron materials for manufacture of carts for the use of raiyats, agriculturists and cart-manufacturers;

(*b*) how these applications have been disposed of;

(*c*) the relief given to these applicants?

A.—**Sri T. MARIAPPA** (Home Minister).—

(*a*) Applications from cart-manufacturers were being received now and then by officers of several departments and as such the information regarding the number of applications received cannot be readily furnished.

(*b*) and (*c*) The applicants have been requested to obtain their requirements through the Director of Industries and Commerce. As regards applications from agriculturists, a total quota of 5,049 tons for the period II of 49 to II of 50 of cart and other iron materials has been obtained from the Government of India during the last two years and the same has been distributed to them in all the taluks of the State through the Multi-purpose Co-operative Societies.

Financial Effects of the Transfer of Mysore Railway to the Centre.

*Q.—194. **Janab SYED ABDUR RAHMAN** (Chikmagalur *cum* Shimoga—Muslim).—

Will the Government be pleased to state:—

(*a*) when the Mysore Railway will be merged with the Indian Railways;

(*b*) the effect this will have on the finances of the State;

(*c*) whether the Railways will be centrally administered with the present staff;

(*d*) what the effect will be on the staff in the matter of scales of pay, retention of the present personnel and grant of pension to staff;

(e) whether the pay of the Mysore Railway staff will be on a par with that of the First Class Railways in India?

A.—**Sri H. SIDDAIYA** (Minister for Revenue and Excise).—

(*a*) On the 1st April 1950.

(*b*) The printed memorandum on Federal Financial Integration has already been circulated to all the members. The Railway assets will be taken over without compensation. But the booked value of the assets will be taken to account in the sharing of Public Debt. On a rough basis it is estimated that the Centre may have to take over debt to the tune of Rs. 6 crores and after deducting the balances under other liabilities payable to the Centre, they may have to pay us a net amount of about Rs. 3 crores. The revenue from the Railways will be made good in full for five years and thereafter the guarantee will be reduced in equal instalments of 3/5 in the 10th year. The detailed calculations have been illustrated in the Financial Secretary's Memorandum.